

Public Document Pack



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PUBLIC

To: Members of Improvement and Scrutiny Committee - Places

Tuesday, 18 July 2023

Dear Councillor,

Please attend a meeting of the **Improvement and Scrutiny Committee - Places** to be held at **10.30 am** on **Wednesday, 26 July 2023** in the Council Chamber, County Hall, Matlock, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink that reads 'Helen E. Barrington'.

Helen Barrington
Director of Legal and Democratic Services

AGENDA

1. Apologies for absence
To receive apologies for absence (if any)
2. Declarations of interest
To receive declarations of interest (if any)
3. Minutes (Pages 1 - 4)

To confirm the non-exempt minutes of the meeting of the Improvement and Scrutiny Committee – Places held on 17 May 2023.

4. Public Questions (30 minute maximum in total) (Pages 5 - 6)

(Questions may be submitted to be answered by the Scrutiny Committee, or Council officers who are attending the meeting as witnesses, on any item that is within the scope of the Committee. Please see the procedure for the submission of questions at the end of this agenda)

5. Preparation of a Local Transport Plan covering the county of Derbyshire (Pages 7 - 16)

6. Work Programme 2023-24 (Pages 17 - 22)

PUBLIC

MINUTES of a meeting of **IMPROVEMENT AND SCRUTINY COMMITTEE - PLACES** held on Wednesday, 17 May 2023 at Council Chamber, County Hall, Matlock,.

PRESENT

Councillor S Bull (in the Chair)

Councillors J Siddle, A Clarke, N Gourlay, D Greenhalgh, D Murphy and J Nelson.

Also in attendance was Councillor .

Apologies for absence were submitted for Councillor P Niblock and R Redfern.

39/2 DECLARATIONS OF INTEREST

3

Councillor J Siddle declared a personal interest in item 42/23 as the proposed routes would pass through parts of his electoral ward.

40/2 MINUTES

3

The minutes of the meeting held on 1 March 2023 were confirmed as a correct record.

41/2 PUBLIC QUESTIONS (30 MINUTE MAXIMUM IN TOTAL)

3

There were no public questions.

42/2 INTEGRATED RAIL PLAN UPDATE

3

Chris Hegarty, Senior Project Officer, attended the meeting to provide the Committee with an update on the Integrated Rail Plan (IRP) and to support wider discussions on the implications of IRP for Derbyshire.

The IRP for the North and Midlands had been published by the DfT on 18 November 2021. The IRP had been devised to review the principal rail investment proposals in the Midlands and the North, High Speed 2 (HS2), Northern Powerhouse Rail (NPR) and Midlands Engine Rail to ensure that they were co-ordinated, balanced and sequenced to meet the Government's overarching objectives in an affordable and value-for-money manner.

From a Derbyshire perspective the key elements of the IRP were:

- A new High Speed line from Birmingham to East Midlands Parkway
- High Speed service north to Leeds

- Toton Station
- Electrification of the Midlands Main Line
- Northern Powerhouse Rail Services from Manchester to Sheffield
- Midlands Engine Rail

Whilst many of the precise details of the schemes in the IRP had still to be confirmed, there were a number of issues which would require further consideration in terms of implications for Derbyshire. To ensure such issues were highlighted and understood, the Council was a very active partner in the HS2 East local authority group, meeting with HS2 Ltd and government officials to present the strongest views on behalf of Derbyshire. Such issues and considerations included the network capacity; the effect on communities; existing rail network while IRP was being carried out; Chesterfield connectivity; the future of the Staveley depot site and the safeguarding of the original route.

Details were provided on each of these issues and Mr Hegarty expanded further on the safeguarding aspect which was a particular concern to Derbyshire.

The site previously identified for the HS2 maintenance depot at Staveley remained 'safeguarded' in its allocation. If there was no new high-speed line to maintain, then the proposed infrastructure depot was unlikely to be required. The timescale over which the safeguarding designation remained in place would continue to present challenges to residents and business in the Chesterfield Borough and for the County Council in its strategic role as transport authority and sponsor of regeneration proposals in the Staveley corridor. These issues also extended to the continued safeguarding of the previously proposed route for the HS2 line north of East Midlands Parkway to Clay Cross, Barlborough and Staveley. Until the HS2 north study had been completed, communities close to the original alignment would continue to face uncertainty. Properties that had previously been purchased by HS2 Ltd to safeguard land were now starting to deteriorate, impacting on local communities. The authority was continuing to lobby HS2 Ltd to have the 'safeguarding' removed.

RESOLVED that the Committee notes the update on the Integrated Rail Plan and has provided comments for consideration in on-going discussion with HS2 Ltd and Department for Transport.

On behalf of the Committee, the Chairman thanked Mr Hegarty for his most informative update.

43/2 COMMUNITY SAFETY IN DERBYSHIRE

3

Christine Flinton, Head of Community Safety, attended the meeting to inform members of the work being undertaken in Derbyshire relating to

Community Safety, including the Derbyshire Safer Communities Board governance arrangements.

Community Safety Partnerships (CSPs) were made up of a number of 'responsible authorities' which included: local authorities; police; fire and rescue service; probation services and the integrated care board.

The Council derived its statutory responsibility in carrying out its community safety role from the following legislation: the Crime and Disorder Act 1988; Anti-Social Behaviour, Crime and Policing Act 2014; Counter Terrorism and Security Act 2015; Domestic Abuse Act 2021; and the Police Crime and Sentencing Act 2022.

Derbyshire had in place a Safer Community Board (SCB) which had eight community safety partnerships covering all aspects and priorities including the Resettlement, Cohesion and Integration Board which had only been set up very recently.

The Committee was informed of examples of the work that had been undertaken by the Team and these included: schools action plan for managing the risk of young people support under the Channel Panel; specialist support for victims of Modern Slavery; commissioning of specialist services for both adults and children/young people who had suffered domestic abuse or sexual violence; and providing leadership to the implementation of the new serious violence duty.

On behalf of the Committee, the Chairman thanked Christine Flinton for her informative presentation.

RESOLVED that the Committee notes the update provided on the work being undertaken in Derbyshire relating to Community Safety, including the Derbyshire Safer Communities Board governance arrangements.

44/2 WORK PROGRAMME 2023-24

3

The Committee's draft work programme for the municipal year 2023-24 was presented and Members were invited to suggest possible items for consideration.

Members were keen to include Civil Parking enforcement charges and pothole patching and repair as areas they would like on the work programme.

The Chairman also reminded members of the Committee that from July 2023, the meetings would commence at 10.30am.

RESOLVED that the Committee notes the 2023-24 work programme.

Procedure for Public Questions at Improvement and Scrutiny Committee meetings

Members of the public who are on the Derbyshire County Council register of electors, or are Derbyshire County Council tax payers or non-domestic tax payers, may ask questions of the Improvement and Scrutiny Committees, or witnesses who are attending the meeting of the Committee. The maximum period of time for questions by the public at a Committee meeting shall be 30 minutes in total.

Order of Questions

Questions will be asked in the order they were received in accordance with the Notice of Questions requirements, except that the Chairman may group together similar questions.

Notice of Questions

A question may only be asked if notice has been given by delivering it in writing or by email to the Director of Legal Services no later than 12noon three working days before the Committee meeting (i.e. 12 noon on a Wednesday when the Committee meets on the following Monday). The notice must give the name and address of the questioner and the name of the person to whom the question is to be put.

Questions may be emailed to democratic.services@derbyshire.gov.uk

Number of Questions

At any one meeting no person may submit more than one question, and no more than one such question may be asked on behalf of one organisation about a single topic.

Scope of Questions

The Director of Legal Services may reject a question if it:

- Exceeds 200 words in length;
- is not about a matter for which the Committee has a responsibility, or does not affect Derbyshire;
- is defamatory, frivolous or offensive;
- is substantially the same as a question which has been put at a meeting of the Committee in the past six months; or
- requires the disclosure of confidential or exempt information.

Submitting Questions at the Meeting

Questions received by the deadline (see **Notice of Question** section above) will be shared with the respondent with the request for a written response to be provided by 5pm on the last working day before the meeting (i.e. 5pm on Friday before the meeting on Monday). A schedule of questions and responses will be produced and made available 30 minutes prior to the meeting (from Democratic Services Officers in the meeting room).

It will not be necessary for the questions and responses to be read out at the meeting, however, the Chairman will refer to the questions and responses and invite each questioner to put forward a supplementary question.

Supplementary Question

Anyone who has put a question to the meeting may also put one supplementary question without notice to the person who has replied to his/her original question. A supplementary question must arise directly out of the original question or the reply. The Chairman may reject a supplementary question on any of the grounds detailed in the **Scope of Questions** section above.

Written Answers

The time allocated for questions by the public at each meeting will be 30 minutes. This period may be extended at the discretion of the Chairman. Any questions not answered at the end of the time allocated for questions by the public will be answered in writing. Any question that cannot be dealt with during public question time because of the non-attendance of the person to whom it was to be put, will be dealt with by a written answer.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

IMPROVEMENT AND SCRUTINY COMMITTEE – PLACES

26 July 2023

Report of the Executive Director - Place

Preparation of a Local Transport Plan covering the county of Derbyshire

1. Purpose of the report

- 1.1 To provide an overview of the process to develop a new joint Local Transport Plan covering the county of Derbyshire under the proposed East Midlands Combined County Authority.

2. Information and Analysis

- 2.1 On 22 March 2023 Full Council resolved to approve the final proposal to create the Mayoral East Midlands Combined County Authority (EMCCA) for the areas of Derby City, Derbyshire County, Nottingham City and Nottinghamshire County (Minute Number 26/23 applies). The proposal sets out an expectation that on day one, the EMCCA will be established as the transport authority for the area, covering the four upper-tier authorities, and have the power to approve the single, joint Local Transport Plan (LTP).
- 2.2 The Transport Act 2000 (as amended by the Local Transport Act 2008) places a duty on the Council to have a LTP in place, and therefore remains a duty for the Council until the EMCCA creation is enacted. The current, and third, Derbyshire Local Transport Plan was published in April 2011, with an expiry date of 2026. The current LTP remains aligned to Council Plan ambitions, but it is becoming less effective in providing a good strategic case.

- 2.3 Given the Council's strong commitment to de-carbonisation and increasing need to ensure visitors, residents and business can make good choices about whether, when and how to travel, there is an increasing drive to integrated proposals for all forms of transport and travel into a consolidated place shaping document. Low carbon principles will be at the heart of future transport and travel policies as well as adopting new and innovative strategies, for example intelligent transport systems, to help facilitate 'decarbonisation' and 'good growth'. A new LTP therefore provides an opportunity to sharpen up and refresh the strategic case to support delivery of integrated transport programmes and deliver more ambitious outcomes; including those set out in sub-strategies, including the Bus Service Improvement Plan, Low Emission Vehicle Infrastructure Strategy, and Local Cycling and Walking Infrastructure Plan.
- 2.4 The Department for Transport (DfT) has recognised that a combination of reduced Council resources and lack of updated national guidance has led to many LTPs across the country nearing their expiry dates. It has therefore committed to publishing new guidance to drive a new era of LTPs, which will set out an ambition for developing plans to integrate transport and provide more travel choice, support growth in the local economy, improve transport for the user, and reduce carbon emissions and environmental impacts. The Committee will note from a previous update to Cabinet in October 2022 that the DfT has provided a £178,571.43 grant to the Council to support additional capacity to prepare a new LTP. The publication of DfT guidance to support LTP preparation has been delayed, but it is now expected in early autumn 2023 at the latest.

Process to develop a EMCCA LTP

- 2.5 Preparation of LTPs is a complex process and can take 18 months to complete. As a statutory document, the process needs to embed periods of public and stakeholder engagement, alongside legal plan-making requirements, including Strategic Environmental Assessment, Habitats Regulations Assessment, and Equality Impact Analysis.
- 2.6 The Committee will note, from the October 2023 update to Cabinet, that preparatory work on the first stage of plan preparation had commenced earlier in 2022. This included the collation and analysis of the Derbyshire transport evidence base and a review of national, regional and local policies, plans and programmes to identify several emerging transport themes. Preparatory work had commenced early because it was expected that the DfT would require a provisional LTP in place by March 2024 to enable Government to consider future funding support in the next Parliamentary period.

- 2.7 The delay in publication of DfT LTP guidance is now expected to push completion of provisional and final LTPs into late 2024-25. This timescale aligns well with the creation of the EMCCA and to be able to consider any transport commitments made during the election of the mayor. It is though anticipated that interim information requests will likely to be required to support Government spending review processes ahead of publication of a draft LTP. It is therefore critical for Derbyshire's transport priorities and its required investment programme to be further developed ahead of any interim submissions to Government.
- 2.8 Following the approval of the proposal to create the EMCCA, the four constituent authorities have put in place a governance structure for the Transport Priority area to further develop the necessary transition arrangements. This structure includes a LTP workstream, with officer representation from each authority, recognising that joint working is necessitated now to accommodate the long lead time required to develop a LTP strategy. An interim EMCCA Transport lead is currently being recruited by Nottinghamshire County Council, as the Authority lead on MCCA programme management, to take forward LTP development.
- 2.9 The LTP workstream is currently engaged in the first stage of plan development in assembling a joint transport evidence base and reviewing alignment of existing local transport policies, including Council Plans and detailed local transport strategies. It is anticipated that the emerging priority transport themes for the new MCCA LTP would be agreed by the end of 2023. These priorities would then be subject to scrutiny through a stakeholder and public engagement exercise in early 2024, and to assess whether these have broad support. Once accepted, these priorities would then form the basis of an appraisal framework to test more detailed transport strategy options, alongside a set of environmental objectives which would be identified separately through the regulatory environmental assessments.
- 2.10 The development of the EMCCA LTP strategy will agree overarching strategic level transport objectives and outcomes for a larger geography. However, the strategy will also need to be adaptable to reflect subtleties in local transport needs and opportunities across a large and diverse area. It is therefore anticipated that nuanced transport priorities might be developed for more focused geographies, for example of the two city conurbations of Derby and Nottingham, the north Derbyshire and Nottinghamshire large urban market towns of

Chesterfield and Mansfield, and the many market towns and surrounding rural communities across Derbyshire and Nottinghamshire.

- 2.11 To reflect nuances in transport priorities for Derbyshire, the Cabinet Member for Infrastructure and Environment has requested that a set of Derbyshire transport priorities are agreed in the autumn to be embedded within the EMCCA LTP strategy. In October 2022, Cabinet agreed a set of strategic level themes to guide the further development of Derbyshire transport priorities. These are:

1) Sustainable Environment

A County that is resilient to climate change, enhances the natural and historic environment, improves biodiversity and supports a pathway to a zero-carbon transport network.

- Decarbonisation and adaptation to climate change.
- Environment – tackle negative effects of transport and enhance the natural environment and cultural heritage.

2) Integrated Connectivity

Improving connectivity and mobility for communities, businesses and visitors which enables greater choice and interchange between sustainable travel modes and grows the economy:

- Connecting places – there is a need to improve connectivity by all transport modes to provide more choice for travel.
- Embracing future opportunities for other forms of connectivity, including digital, and adopting technological approaches to support travel.
- Management of all local transport networks and assets efficiently and effectively.

3) Prosperous Place

Linking people, businesses and services together within our market towns and local communities to support them to become more prosperous, vibrant and green places. Innovation and supporting opportunities for safer travel which reduces inequality, increases mobility, enables more active and healthy lifestyles, and encourages more inward investment to grow employment opportunities and skills.

- 2.12 A series of internal workshops are currently being held with key teams across the Council to consider the transport policy options available to support delivery of these outcomes. These policy options are being challenged to how they meet the transport needs of market towns and rural areas, cross-boundary travel between Derbyshire and the two EMCCA cities, as well as the other cities and rural areas surrounding Derbyshire. These priorities are also being challenged about how they

contribute to delivering outcomes for health and well-being, equality and inclusion, climate change and decarbonisation, key economic sectors, and protected environments. It will also be necessary to align this work to the Government's LTP guidance when it is published. It is then intended that key stakeholders and partners will review the emerging Derbyshire transport policies at a Derbyshire Transport symposium to be organised before the end of 2023.

3. Alternative Options Considered

- 3.1 The Council could agree to retain or undertake a light-touch refresh of its current Local Transport Plan until the EMCCA established and the statutory duty for preparing LTPs becomes the mayor's responsibility. Whilst this approach would allow for some focus on 'integration' objectives it would not negate the need for a new Plan which provides a long term evidenced approach to tackling the grand challenges for Derbyshire. In addition, the other constituent authorities could continue to develop a new LTP for the EMCCA increasing a risk that Derbyshire's transport priorities are not embedded effectively. This could impact on the ability of the Council to secure future funding to deliver improvements to the local transport system.

4. Implications

- 4.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

5. Consultation

- 5.1 The Transport Act 2000 (as amended) requires the Local Transport Authority to consult communities, businesses and stakeholders deemed appropriate. This statutory process is usually undertaken on the draft Plan. Other separate but complementary legal requirements have to be completed for Strategic Environmental Assessment and Habitats Regulations Assessment.
- 5.2 For a new LTP to be effective it is also good practice to enable Derbyshire residents, visitors and businesses to fully contribute to the identification of transport needs and opportunities to inform future policy options. This report sets out the intention to host a Derbyshire Transport Symposium before the end of 2023 ahead of a proposed EMCCA consultation on the emerging draft strategic transport priorities for the new LTP.

5.3 The Council Plan sets out an ambition to listen to, engage, and involve local people which is being embedded into the Council's approach to develop place-based transport strategies and implementation plans. The Place Department is piloting this approach under its Active Travel Master-planning (ATM) for three Derbyshire market towns of Belper, Glossop, and Ilkeston. ATMs will seek to undertake public engagement exercises to develop community endorsed business cases for network design and scheme planning for active travel. Following completion of these, this approach will be reviewed to consider expansion to develop full integrated transport plans for all Derbyshire market towns and their surrounding rural hinterlands.

6. **Background Papers** (set out here where documents are kept in respect of this report)

6.1 None.

7. Appendices

7.1 Appendix 1 – Implications.

8. **Recommendation(s)** (set out here what is being asked of the Committee)

That the Committee:

- a) Notes the process to develop a new joint Local Transport Plan covering the county of Derbyshire under the proposed East Midlands Combined County Authority.

9. Reasons for Recommendation(s)

9.1 To advise the Committee of the proposed process to develop a new Local Transport Plan covering the county of Derbyshire and the intention to develop a plan covering the geography of the proposed EMCCA.

Report Author: Alan Marsden
Alan.marsden@derbyshire.gov.uk

Contact details:

Implications

Financial

- 1.1 At its meeting of 13 October 2022 Cabinet approved the acceptance of a £178,571.43 grant offer from the Department for Transport (DfT) to provide capacity funding to support preparation of new local transport plan. Cabinet agreed to delegate the Executive Director – Place, in consultation with the Cabinet Member for Infrastructure and Environment, to use of this grant funding for additional staff resources, specialist support for public engagement, and specialist technical support.

Legal

- 2.1 As the statutory local Transport Authority, the Council is currently required to maintain an up-to-date LTP that provides a strategic framework for planning and delivering improvements in local transport provision. It must develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within Derbyshire. Local Transport Delivery Plans will form part of the LTP framework and, in part, discharge this legal duty.
- 2.2 On 22 March 2023 Full Council resolved to approve the final proposal to create the Mayoral East Midlands Combined County Authority (EMCCA) for the areas of Derby City, Derbyshire County, Nottingham City and Nottinghamshire County (Minute Number 26/23 applies). The proposal sets out an expectation that on day one, the EMCCA will be established as the transport authority for the area, covering the four upper-tier authorities, and have the power to approve the single, joint Local Transport Plan (LTP).
- 2.3 In developing and implementing LTPs, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of plans will need to be in accordance with statutory and legal requirements under the Public Sector Equality Duty and Equality Impact Analysis.
- 2.4 The Council must also have regard to environmental protection. The plan will need to be in accordance with statutory and legal requirements

under the Environmental Assessment of Plans and Regulations 2004 including Strategic Environmental Assessment, and the Conservation of Habitats and Species Regulations 2017 including Habitats Regulations Assessment.

Human Resources

- 3.1 The preparation and development of a LTP will have human resource implications for the Transport Strategy Team and across the Council. Paragraph 1.1 of this Appendix notes that the Council may utilise a grant from the DfT to provide additional financial support to secure human resource to support plan preparation. New posts would be graded using the Council's job evaluation scheme and an appointment of a temporary Transport Strategy Officer resource would be in accordance with the council's open resourcing approach.

Information Technology

- 4.1 Preparation and development of a LTP may have Information Technology implications. These will be considered on a project-by-project basis.

Equalities Impact

- 5.1 Preparation and development of a LTP will require the preparation of an Equality Impact Analysis (EIA) in accordance with the Public Sector Equality Duty. An EIA working group has been established to consider equality impacts during plan preparation.

Corporate objectives and priorities for change

- 6.1 The LTP supports the delivery of outcomes set out in the Council Plan under the Infrastructure and Environment, Highways Assets and Transport, and Clean Growth and Regeneration portfolios, as well as supporting many, if not all of the other Council portfolios. The LTP also provides the strategic case for delivery of the Council's regeneration pipeline, as alignment with transport policies contained within partners' Local Plans.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

Environmental Sustainability

- 7.1 The preparation and development of LTPs requires a Strategic Environmental Assessment and Habitats Regulation Assessment to help the Council to predict what impacts the strategies and schemes included within the emerging LTP may have on the environment.

Property and Asset Management

- 7.2 The scope of the LTP includes a consideration of value for money when developing strategies and interventions for inclusion within the emerging Plan. The Council's Transport Asset Management Plan is required to be embedded within the Local Transport Plan.

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

IMPROVEMENT AND SCRUTINY COMMITTEE - PLACES

WEDNESDAY, 26 JULY 2023

Report of the Director - Legal and Democratic Services

Work Programme 2023-24

1. Purpose

- 1.1 To review the Committee's work programme and invite committee members to suggest possible agenda items for the municipal year 2023-24.

2. Information and Analysis

- 2.1 It is considered good practice that each Scrutiny Committee develops and agrees an annual work programme. The identification of relevant topics and their allocation to a specific meeting date, focuses the work of the Committee and promotes transparency.
- 2.2 Scrutiny work programmes are best viewed as flexible documents. The timescales are indicative of when each issue will be considered by the Committee. Throughout the year timings may change and new issues may emerge. For example, new items may be identified from the Council's Forward Plan.
- 2.3 The work programme for 2023-24 is given at Appendix two and Members are invited to propose additional items to be considered for inclusion.
- 2.4 When identifying issues for the work programme Members are advised to consider:

- Whether the issue falls within the remit of the Committee
- How the issue aligns with the Council Plan priorities
- Whether the issue is in the public interest
- If there has been a change to National Policy and how this will affect people in Derbyshire
- If there are any performance, financial or safety concerns about a particular service or function
- How consideration by the Scrutiny Committee will add value.

3. Consultation

- 3.1 Scrutiny work programmes are developed in consultation with Committee members. They are also informed by discussions with Executive Directors, who offer guidance about the timing of the Committee's involvement, to ensure that scrutiny work coincides with the availability of performance data, specific milestones, and appropriate stages of policy development.

4. Alternative Options Considered

- 4.1 The option of not having a work programme was rejected as it is considered important that topics are allocated to specific meeting dates in order to focus the work of the Committee and promote transparency.

5. Implications

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

6. Background Papers

- 6.1 None

7. Appendices

- 7.1 Appendix 1 – Implications
- 7.2 Appendix 2 –Work Programme 2023-24

8. Recommendation(s)

That the Committee:

a) Notes the 2023-24 work programme and considers any proposed revisions.

9. Reasons for Recommendation(s)

9.1 To focus the work of the Committee and promote transparency.

Report Author: Alec Dubberley **Contact details:** alec.dubberley@derbyshire.gov.uk

Implications

Financial

1.1 None Identified for this report

Legal

2.1 None Identified for this report

Human Resources

3.1 None Identified for this report

Information Technology

4.1 None Identified for this report

Equalities Impact

5.1 None Identified for this report

Corporate objectives and priorities for change

6.1 Resilient, healthy and safe communities.

6.2 High performing, value for money and resident focused services.

6.3 Effective early help for individuals and communities.

6.4 A prosperous and Green Derbyshire

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None Identified for this report

Places I & S Committee
2023-24 Work Programme

Wednesday 27 September 2023			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Derbyshire Highways	Glyn Dutton	How does the service deal with backlogs and bottlenecks particularly in relation to footpath orders and traffic regulation orders?	Cllr Charlotte Cupit
Collaborative Waste Collection and Disposal	Claire Brailsford	A look at how the waste authorities can combine and improve efficiency.	Cllr Carolyn Renwick
Wednesday 22 November 2023			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Section 106, 38 and 278 agreements	<i>Development Control</i>	To look at agreements with developers in relation to the process and outcomes and the use of the earmarked monies.	Cllr Carolyn Renwick
Bus Improvement Strategy	Chris Hegarty Deborah Oddy	What are the key components of the Bus Improvement Strategy in years 2 and 3?	Cllr Carolyn Renwick
Wednesday 28 February 2024			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Devolution Deal	Emma Alexander	The implications for Derbyshire services following approval of the Devolution Deal at Full Council in March. <i>Or pinpoint specific areas to look at.</i>	Cllr Barry Lewis

Wednesday 15 May 2024			
Topic	Lead Officers	Purpose/ Key Lines of Enquiry	Portfolio Holder
Local Transport Plan	Alan Marsden	A follow up to provide an update and to consider the next steps.	Cllr Carolyn Renwick

Note: Civil Parking enforcement charges and pothole patching and repairs are also items to be added to the work programme when confirmation of suitable dates have been agreed with officers.